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**DODWELL, CARROLL & Co.**



## Information.

### DAKIN, CRICKSHANK & COMPANY, LIMITED.

HAVE JUST RECEIVED  
A CONSIGNMENT OF  
**ILFORD DRY  
PLATES;**

3, 4, 5, 10, 12, 15,  
and are offering the same at popular prices.

'SENSITIZED ALBUMENIZED  
PAPER,  
'3 pt. in this.  
CHEAP AND RELIABLE.

DAKIN, CRICKSHANK & Co., Ltd.,  
VICTORIA DISPENSARY,  
HONGKONG,  
Hongkong, 13th October, 1894.

## THE HONGKONG DISPENSARY

Has received by the S.S. Sydney and from  
other sources the Very Latest Novelties

## CHRISTMAS CARDS. AND NEW YEAR CARDS.

Comprising:—  
JAPANESE AND ENGLISH CARDS, hand-  
painted and of Artistic Designs; JAPANESE  
VIEWS, VIEWS OF HONGKONG and TYPES  
of NATIVE CHARACTER.

Also,  
FURTHER SUPPLIES  
Ex S.S. Bombay and Canton of  
WHOLESALE CONFECTIONERY

AND  
DELICIOUS SWEETS.  
These Shipments include:—  
CADBURY'S SPECIAL CREMES,  
PATE D'APRICOTS, JORDAN ALMONDS,  
CARAMELS, PRALINES,  
CHOCOLATE, OYSTERS,  
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BUTTER SCOTCH, ALMOND ROCK,  
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FRY'S CHOCOLATES,  
MIXED BONBONS, NOUGAT,  
TANGERINE, BISBURTS,  
ORANGE PASTE, ROLLS,  
&c., &c., &c.  
together with  
FANCY BOXES,  
which are very suitable for Seasonable Presents  
for LADIES and CHILDREN.

AND  
FRENCH CONFECTIONERY  
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CONSERVES,  
on the very best Parisian Houses including:—  
FRUIT JELLIES, PARISIENS,  
CRYSTALLISED APRICOTS, CHERRIES,  
GREENGAGES, &c.,  
In large Assortment.

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY,  
Hongkong, 17th November, 1894.

## TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG  
TELEGRAPH" ARE MOST RESPECTFULLY  
REMINDED THAT ALL SUBSCRIPTIONS  
MUST BE PAID IN ADVANCE.

**BIRTHS.**  
At 5, Ewo Terrace, Shanghai, on the 2nd  
instant, the wife of J. C. JOHNSTON, of a son.  
At Hankow, on the 27th November, the wife  
of J. B. JACK, Imperial Maritime Customs, of a son.  
On the 6th instant, at Melton, The Peak, the  
wife of EDWARD JONES HUGHES, of a son.

**DEATH.**  
At Shanghai, on the 2nd of December,  
1894, CONSTANCE, the beloved wife of William  
Barrowes RUSSELL.

**The Hongkong Telegraph**  
HONGKONG, FRIDAY, DECEMBER 7, 1894.

## TELEGRAMS.

**THE SINEWS OF WAR.**  
LONDON, December 6th.  
A Chinese gold loan of one million and a  
quarter, bearing interest at 4 1/2 per cent, is about  
to be issued.

## "TUMMY" AND TOMMY ROT.

The Times says that the hearty thanks of the  
nation are due to the Prince of Wales for the  
unsurpassed tact, dignity, and good feeling which  
he displayed during his visit to St. Petersburg.

## JAPAN, LOOK OUT!

Three Russian war-ships have been ordered  
to China.

## FRANCE AND MADAGASCAR.

The Senate has passed the credits for the  
expedition to Madagascar.

## ASHANTEE.

It is reported that a British protectorate of  
Ashantee will shortly be declared.

## "GOD AND I."

A prolonged uproar has taken place in the  
Religious in consequence of the Socialists having  
refused to rise and cheer the Emperor.

## (Special to Shanghai Mercury).

NEWCHANG, November 26th.

The Chinese propose to pour 350,000 troops  
into this part of the country to intercept the  
Japanese. Recently 500 Japanese captured a  
small city. Chinese troops have completely sur-  
rounded the place, greatly out-numbering the  
entrapped Japanese. Slaughter is anticipated,  
and the capture of the place a certainty.  
Large bands of Chinese troops are passing  
through Newchang daily, and lively times are  
frequently exercised in field-drill and are a source  
of astonishment to the simple country folk.  
Everything is very quiet and orderly.

CHERFOO, November 30th.

There are rumours of a threatened attack on  
Wei-hai-wei, and the Chinese people are leaving  
there. There is some excitement here in con-  
sequence.

CHERFOO, December 1st.

The impression amongst the naval officers here  
is that the Japanese have abandoned the plan  
of marching to Peking. Part of the  
Japanese fleet have been seen in the Gulf.  
There has been no attack yet made on Wei-  
hai-wei.

## LOCAL AND GENERAL.

The Italian cruiser *Umbria* arrived at Shanghai  
on the 2nd instant.

The British cruiser *Crescent* will sail for  
Australia to-morrow.

The first-class cruiser *Gibraltar*, Captain  
McLeod, will probably arrive here to-morrow.

The adjourned annual meeting of the "Odd  
Volumes" will be held in the Society's Room at  
9 p.m. to-night.

The Chinese Authorities are busy laying down  
more torpedoes near Silver Island, in the  
Yangtze.

The *Centurion*, *Edgar*, *Undaunted*, *Laander*,  
*Spartan*, *Mercury*, and *Alacrity* were at the  
Saddles on the 2nd instant.

A REPORT of the proceedings at the Marine Court  
of Inquiry held at the Harbour Office to-day will  
be found in another part of this issue.

The officers and crew of the ship *Mary L. Stone*,  
which stranded recently on the coast of Formosa,  
arrived here this morning from Tamsui by the  
*Hatlong*.

It was reported at Shanghai on the 3rd instant  
that the Chinese garrison at Shanghai had  
mutinied against Major von Hanneken and his  
foreign allies.

An Emergency meeting of Victoria Lodge, No.  
1026, will be held in Freemasons' Hall, Zealand  
Street, this evening, at 8.30 for 9 o'clock precisely.  
Visiting brethren are cordially invited.

The tea steamer *Sikh*, which left Yokohama  
on the 30th October, and which arrived at  
Tacoma on the 14th ulto, arrived at Chicago  
on the 24th, and at New York on the 27th.

If the authorities are not extremely careful we  
shall have an epidemic of typhoid fever in the  
Colony. At the present time that deadly disease  
is, we believe, fairly raging in China towns.

At the last Regular Meeting of Zealand Lodge,  
No. 425, E. C. Bro. G. A. Caldwell was elected  
as W. M. for the ensuing year, Brother Mitchell  
was re-elected as Treasurer and Bro. J. Maxwell  
as Tyler.

A REGULAR meeting of St. John's Lodge, No. 618,  
S.C., will be held in the Freemasons' Hall, Zealand  
Street, on Wednesday, the 12th instant, at 8 for  
8.30 p.m. precisely. Visiting brethren are  
cordially invited.

The troopship *Yuma* left at 4.15 p.m. to-day for  
Singapore, India, and England with 170 men,  
consisting of detachments of the Shanghai  
Light Infantry, Royal Artillery and Royal  
Engineers; also the wives and families of  
several of the men.

A PAPER entitled "The Electric Lighting of  
Ships and its Management" will be read on  
Tuesday, the 12th instant, at 9 p.m., at the  
Institution of Engineers and Shipbuilders by  
Mr. T. B. Bridger, who is one of the competitors  
entered for the "Gillies" gold medal. Visitors  
are cordially invited to attend.

The following programme will be played by Mr.  
Sanger at his Organ Recital on Monday after-  
noon next at 5.45 p.m.

1. Sonata  
2. Variations on "The Swan"  
3. Lullaby  
4. Grand Overture  
5. March No. 1  
6. Hockley  
7. Finale

(The Recital will finish before 7 p.m.)  
The Offertory will be in aid of the Cathedral  
Fund, and towards expenses of contemplated  
repairs to the organ by the organ builders.

We greatly regret to have to record the death of  
Mr. Ernest A. Lamert at 6 o'clock yesterday  
evening at the early age of 21 years and 10  
months, a victim of pneumonia. A member of  
a large family respecting whom everyone who  
knew him has thought but kind words to say, of  
good physique and gentlemanly bearing, a typical  
cricketer, excellent swimmer, and prominent  
member of the Cathedral choir, Ernest Lamert  
was, indeed, a son and not only to the family to  
whom the sincere sympathy of the community is  
extended, but to the various athletic and social  
clubs and Volunteer Corps of which he was a  
most useful and highly respected member. The  
funeral, which was attended by a very large  
number of relatives and friends of the deceased,  
took place at the Happy Valley this morn-  
ing. In consequence of this sad death the  
volunteer match (Scotland v. the World) and the  
football match (Scotland v. the World) which  
were to have been played on Friday evening  
have been postponed (see p. 4).

## THE STRANDING OF THE "ZAFIRO."

### MARINE COURT OF INQUIRY.

A Court of Inquiry into the circumstances  
attending the stranding of the China and  
Manila Co. steamer *Zafiro*, Captain A. W. R.  
Cobban, off North Point (Ly-on-mun Pass) on  
the 14th ulto, while on a voyage from Hong-  
kong to Amoy, was held at the  
Harbour Office this morning. The Court was  
composed of Comdr. R. Murray Rumsey, R.N.,  
R.N., Harbour Master (Pres. duty) and Captain  
G. A. Lee, R.N.R., (*Empress of Japan*),  
A. W. Miller, (Naval Yard) R.N., J. A. Morris  
(*Phara Chula Chom Klao*), and R. Innes  
(*Chinglu*).

A. W. R. Cobban, commander of the *Zafiro*,  
said the vessel's certificate No. 17,423, issued  
at Aberdeen in 1879. His certificate had been  
renewed in 1886 owing to the original being lost  
when he was master of the *Zafiro*, and when she  
was stranded near the White Dogs. We left  
Hongkong at a quarter to 2 p.m. on the 14th  
ultimo for Manila via Amoy. The ship was  
fully laden, drawing 14 ft. 6 in. and 14 ft. 6 in.  
forward, and had a full complement of officers and  
crew. When clear of the shipping and steering  
the usual course, and about half a mile past  
North Point, in avoiding collision with a junk  
the vessel touched the ground. He was on the bridge  
at the time. Then he stopped and anchored for  
about 30 minutes, and finding the ship made no  
water proceeded as he felt sure but little if any  
harm had been done to his vessel. The impact  
with the ground was not very much. While  
anchored the vessel made no water, still nine  
hours out, and then only very little. Arrived  
at Amoy at 2.30 a.m. on the 15th and there  
received orders from Hongkong to dock, make  
temporary repairs and return to Hongkong to-  
morrow. The advice of the Surveyor at Amoy  
necessitated the return of the ship to Hongkong to  
effect repairs. The Amoy cargo was discharged at  
Amoy, but the Manila cargo, with the exception of  
what was perishable, was brought back to Hong-  
kong. Upon arrival at Hongkong the Manila  
cargo was discharged, and then the ship was  
docked. The ship made no water at all coming  
down from Amoy.

The President—It is customary to steer by  
land or usually by the land during the day.

Continuing, witness said—It was usual to pass  
North Point about a quarter of a mile distant.  
On the occasion in question he did so. After  
passing North Point he was steering nearly due  
East. He was sure of that for he looked at the  
compass. There were several junks about in the  
fairway. The wind was about E.N.E. and  
the water was "standing" to the south-  
ward. All but one of them "put about";  
so he blew his whistle several times, but  
as they took no notice he ported a little  
when off North Point, whilst the white, and  
then blew a loud blast of the whistle and put  
the helm hard starboard. That was necessary,  
because the junk in question took no  
notice of his signals. The starboard brought  
the ship round three or four points to the  
starboard side, when she touched the ground. The  
only occasion on which he ported was when he  
was just off the Point. Originally he passed the  
junk on the port side. As he starboarded the  
junk went up on the wind and the *Zafiro* passed  
between her and the land. He starboarded  
suddenly because he thought he could pass the  
land safely and clear the junk. There was a  
post on North Point and another post on the  
land, and he was looking at the chart and  
according to the chart it would give 3 to 4  
fathoms of water at the spot where the *Zafiro*  
touched. Since returning to Hongkong he had  
examined and sounded the spot and found over  
15 feet of water on the south side and more  
water on the other side. The point where the  
struck was about 150 to 200 yards off the land.  
The ship's bottom was found to be dented when  
in dock here, and the dent was about 10 feet  
long and 4 feet wide. The dent was in the  
starboard bilge-plates for about 30 feet. The  
dent was about 10 feet long and 4 feet wide.  
The *Zafiro* was a steel ship. She was a single bottom  
vessel. A strong N.E. monsoon was experienced  
on voyage to Amoy. A good deal of water was  
shipped and she laboured badly, causing her to  
make about an inch of water every hour. The  
foremast was patched at Amoy. Coming  
back from Amoy she had a heavy cross-sea  
experienced. The second officer was on the  
bridge with him (witness) at the time of the  
grounding off North Point. When passing North  
Point the *Zafiro* was going at the rate of about  
10 knots per hour.

By Captain Miller—The junk was on the  
port bow, standing right in. First of all it would  
have been better to port, but as he did not do  
that because he would then have had to turn  
through the fleet of junks, which he ultimately did  
was the only thing he could do to avoid a col-  
lision. At the previous stranding of the *Zafiro*  
Captain Talbot was on the bridge and in full  
charge at that time. Did not reduce the speed  
because his vessel would steer better when  
moving quickly through the water.

By Captain Innes—Did not reduce speed  
until after the vessel touched bottom.

James Warrack, chief officer of the *Zafiro*,  
said he had been on the occasion in question,  
only three days on the ship's Articles, but  
had previously been three years in her. On the  
14th he was on deck, forward. Did not take  
any particular notice of how the ship was  
steering. When he left the foremast the ship  
was pitching her usual course. Did not notice  
anything that brought about the accident. He saw some junks about.  
He was not on the bridge. A lot of the  
vessel shove the ground and at once ran  
forward. The vessel was about 170 yards off  
North Point post. Did not take any accurate  
bearing of the ship's position when she  
grounded. After grounding the vessel was  
swung out and the anchor dropped.

By Captain Miller—Could not see anything on  
the port side to have prevented the ship being  
ported with safety. He would have gone inside  
if he thought there was enough water when  
observing a junk as close as the junk in question  
was.

By Captain Lee—The *Zafiro* usually kept  
pretty close to the point in leaving port, and on  
this occasion did not appear to be nearer inshore  
than usual.

James Panchet, second officer of the *Zafiro*,  
said he was the officer of the watch on the 14th  
ultimo when the *Zafiro* grounded near North  
Point. He was standing by the telegraph. When  
he received the order to leave Hongkong he  
steamed on his usual course, and about 1.15 p.m.  
after passing North Point the vessel touched  
the ground. The helm being starboarded, to avoid  
a junk about 100 yards off the land, the vessel  
was swung out. The vessel was about 170 yards  
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pretty close to the point in leaving port, and on  
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## abandoned. The ship touched about 150 to 200 yards from the North Point post.

By Captain Miller—If the Captain had given  
the order to "port" he would have heard it.  
Was quite sure of that.

By Captain Miller—If the Captain had  
altered the course by motoring with his hand to  
the helmman he would have known of the altera-  
tion because he "generally looked towards him."

Captain Cobban in reply to the President said  
he had no questions to ask the witness because  
Captain Morris had anticipated him. He could  
not see how witness could be so positive about  
the orders given by a motion of his hand for it  
would be witness business to look out ahead.  
However, he did not think the question of  
"porting" was of vital importance.

Throughout, this witness gave his evidence in  
a very unsatisfactory manner and at one point  
the President told him plainly that he might as  
well say he was standing on his head when  
actually walking on his feet as state what he did.

Trilby Andrus, quartermaster of the *Zafiro*,  
said the Captain gave him orders about the  
steering going out of port on the 14th ultimo.  
He got orders to port several times after casting  
off from the Co.'s buoy. The last order given  
before the impact with the ground was "hard  
starboard." He got an order to "port" 1 when  
near some junks, shortly before he was told  
to starboard. The porting was to avoid  
collision. On the port helm the ship came  
round about a quarter of a point.

By Captain Miller—There was only one junk  
in sight when she was on the starboard helm. He  
saw only one junk and she was close to the *Zafiro*.  
The porting and starboarding was to avoid one  
and the same junk.

Captain Cobban, re-called, said he marked the  
position of the *Zafiro* after she struck the chart  
produced in Court. He marked the chart shortly  
after the impact with the ground. The post  
referred to in his evidence was the one imme-  
diately below Mount Bremer. The position of  
the ship marked on the chart was merely  
estimated, probably not exact.

The President—The Court notices that the  
latest charts show less water where you struck  
than is shown on your own chart?

Captain Cobban—I thought I had the latest  
chart.

In reply to the President Captain Cobban said  
he would not have gone so far inshore had he  
not depended on his local knowledge. If a  
stranger he would certainly not have risked it.  
The Court rose to consider their decision which  
was given at 4 p.m. as follows:—

## THE FINDING.

We find that the British steamer *Zafiro*,  
official No. 88,329 of Hongkong, of which  
Alexander Ross Cobban was master, left Victoria  
Harbour, Hongkong, at 1.15 p.m. on the 14th  
ultimo, bound for Amoy and Manila. The ship  
was fully laden and had on board a  
proper complement of men and officers. That  
after passing the North point of Hongkong,  
the ship proceeding at a speed of 10 knots and  
steering by the land under orders of the Master,  
certain junks were met with; the number of  
them is not clearly before the Court in the  
evidence, but it appears more than probable that  
there were several, and that one of them was  
standing in towards the *Zafiro* from the shore  
and that after porting to avoid collision with  
one of these junks, the helm was suddenly  
starboarded, and that almost directly afterward  
the ship touched the ground. The necessary  
steps were taken to ascertain if any  
material damage had been done, and the  
Master, having satisfied himself on this  
point, proceeded on his voyage to Amoy.  
That temporary repairs were made at Amoy,  
and the ship returned to Hongkong to be  
thoroughly overhauled and repaired. We are  
of opinion that the cause of the casualty was  
the Master, relying too much on his  
local knowledge, suffered himself to be  
edged off by a small junk, standing on his port  
bow, until he had got too close to the Hongkong  
harbour, and that when, realizing this, he put the  
helm "hard starboard" it was too late to avoid  
stranding. The exact position of the ship cannot  
be verified, but there is little doubt that she  
was on or about the edge of the 3 fathoms line  
marked on the latest chart, but the chart in  
use by the Master, not being one bearing  
the most recent corrections, did not so  
clearly point out his danger. The Court is  
unanimously of the opinion that the Master  
thoroughly displayed more caution if he  
had starboarded or stopped in the first  
instance of encountering the junks, and  
had not allowed himself to be forced in towards  
the shore; also if he had steered a course some-  
what further off the land. They are of  
opinion, however, by a majority of 3 to 2,  
that this want of caution did not  
amount to a wrongful act or default,  
and the Master's certificate is therefore not dealt  
with. Given under our hands at Hongkong this  
7th day of December, 1894.

R. MURRAY RUMSEY,  
ANDREW MILLER,  
GEO. W. LEE,  
JOHN ANDREW MORRIS,  
GEORGE ALFRED ROBERT INNES.

## THE WINGLOK STREET OUTRAGE.

### THE PRISONERS' STATEMENTS.

At the Magistrate's this morning, Mr. Wode-  
house presiding, the hearing of the evidence in  
the Winglok Street robbery and murder case  
was concluded.

Dr. Canale corroborated Dr. Lawson's evidence  
concerning the death of police constable 575.  
W. Schmidt, gunsmith, stated that the  
bullet extracted from the wounded man  
fitted the revolver produced. The prisoners  
then made statements as follows:—

The first prisoner said he was walking in  
Winglok Street on the night of the murder and  
robbery when he was suddenly struck down by  
a bullet in the hip which disabled him. A  
constable armed with a revolver came and  
arrested him.

The second prisoner said he had only  
just arrived from Macao and was a perfect  
stranger in the colony. He was passing  
through Winglok Street when a man ran  
up against him, dropping at the same time  
a bag which he (defendant) picked up. He  
then ran after the man, but was stopped by two  
Europeans. While they were talking the coat  
from him, a watch fell out of one of the pockets  
into his hand. Before taking him to the station  
they twisted one of his arms round and then  
slipped the watch into his wallet. He was then  
kicked in the face.

The third prisoner said that on the right in  
question he left his house at 6.30 p.m. to see his  
mother. He stayed with her until 7.30 p.m. and  
then returned home. He was arrested in  
Winglok Street, but knew nothing of the affair.  
He was employed by Mr. C. Kew as a chair  
bearer, and in whose service he had been for  
three years.

The fourth defendant said he resided in  
Macao. He was passing through Hongkong on  
his way to Amoy with his nephew, the fifth  
prisoner, when he was arrested in a divan. His  
statement was repeated by the fifth defendant.

The deposition of the deceased constable  
was read to the prisoners, and then his Worship  
said, "I have, on the evidence, to appoint  
before me on Tuesday morning."

## RUNNING AMUCK AT THE CENTRAL POLICE STATION.

### FOR THE BEST PART OF AN HOUR THE CENTRAL POLICE STATION AND THE STREETS IN THE IMMEDIATE VICINITY OF THE MAGISTRATE WERE THE SCENE OF TERRIFIC EXCITEMENT AT 6.30 P.M. LAST.

owing to Sikh constable Sorain Singh, 654,  
arming himself with a rifle and about 150  
rounds of ammunition and running amuck.  
The first intimation of the shocking tragedy  
was the report of a rifle in the Chinese con-  
stable's quarters and the sight of a *lukung*, No.  
140, who had been shot by the madman in the  
abdomen, rolling in agony on the floor,  
the bowl of rice which he had been  
eating lying beside him. After slaying the  
hapless *lukung* Sorain Singh dashed  
out into the Compound and secreting himself  
behind some bushes fired shots promiscuously,  
at intervals of about three minutes, in every  
direction—into the barracks, the quarters of  
the Magistrate and Deputy Superintendent of  
Police, and houses in Old Bailey Street. As  
may well be imagined a large crowd soon  
gathered round the Hollywood Road entrance to  
the Magistrate, while all lights were quickly  
extinguished in the houses in the vicinity, the  
inmates taking to the streets in double-quick time.  
For a while the madman was master of the  
situation, for in the darkness no one dared to  
approach him and he could not be shot  
down because he moved about among the  
bushes continuously and could not be seen in  
the darkness, which effectually concealed him.  
Finally Inspector Hennessey, who was on duty,  
sent a firing party round to the houses over-  
looking the Compound with instructions to  
throw a large quantity of blazing rice into the  
garden. This was done and the madman was  
quickly seen in a kneeling posture. One or  
two shots were fired at him and then the party  
came back to the Compound and approached the  
"terror," who was found to be lifeless. He was  
quickly carried, bleeding, into the Charge  
Room, where he was promptly seen that he had  
had sufficient sense to cheat the gallows by  
deliberately firing his last shot into his stomach;  
the shined clothing in the region of the fatal  
wound leaving no doubt on the subject as to  
which shot it was that sent this dangerous







